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SOURCE Newspapers as indicated.

AKMOLINSK-PAVLODAR RAILROAD PARTLY COMPLETED;
RAILROAD SCHOOLS ANNOUNCE NEW COURSES

RAIL LINE TO Khibastuz COMPLETED -- Kazkhstanskaya Pravda, No 128, 3 Jul 49

A few days ago, the first train arrived in the coal settlement of Khibastuz, [on the Akmolinsk-Pavlodar railroad project].

Until the completion of the railroad, Khibastuz was situated 150 kilometers from a railroad. Timber and prefabricated houses from Siberia and mining equipment, machines, tools, and automobiles from Ural enterprises had to be brought in by trucks over a difficult route.

The railroad line to Khibastuz was built by the workers of the Repair-Restoration Train No 18 and the first mechanized column of the Akmolinsk-Pavlodar railroad. During the winter, all construction material had to be brought over the ice on the Irtysh River at great risk. The first excavator reaching Khibastuz during this construction operated from the Pavlodar side.

The mining settlement of Khibastuz is rapidly growing. It now has a population of 5,000, about 50 stone and wooden houses, a store, brick plant, and several other buildings. A switch leading to the mines has been laid out. A large railroad yard, the Khibastuz coal yard, will soon be constructed here.

RAILROAD COURSES ANNOUNCED -- Gudok, No 78, 1 Jul 49

The Main Administration of Educational Institutions, Ministry of Transportation, has announced the regular registration of students in courses for training railroad transport technicians for the 1949 - 50 school year. Applicants must have completed not less than seven grades of secondary school, must be 23 - 40 years of age, must pass entrance examinations, and must have had at least 3 years' experience of supervisory work in their specialty. Those accepted in the courses will be given the average salary paid them at their regular place of work during the 3 months prior to enrollment, which sum is not to exceed 790 rubles per month.

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Courses given are as follows:

Khabarovsk (Far Eastern Okrug): courses in traffic and freight operations, steam locomotives, railroad cars, and track management, under the Khabarovsk Institute for Railroad Engineers. Address: 128 Nekrasovskaya Street, Khabarovsk.

Sverdlovsk (Ural-Siberian Okrug): courses in commercial operations, steam locomotives, and railroad cars, under the Sverdlovsk Railroad Transport Construction Technical School. Address: Pervomayskaya Street, Vtuzgorodok, Sverdlovsk.

Saratov (Volga Okrug): courses in commercial operations, steam locomotives, and railroad cars. Address: 104 2-a Sadovaya Street, Saratov.

Moscow (Central Okrug): courses in traffic and freight operations, commercial operations, electric power supply for electric railroads, and rolling stock for electric railroads. Address: 19 Ambulatornyy Alley, Moscow. The Subway Construction section gives a course on tunnels.

Leningrad (Northwestern Okrug): courses on traffic and freight operations, commercial operations, steam locomotives, and bridges and tunnels, under the Leningrad Institute for Railroad Transport Engineers. Address: 9 Mezhdunarodnyy Avenue, Leningrad. Courses on railroad telephone communications and signalling, centralized control of switches and signals, and operation of block signals will be given under the Leningrad Electrical Engineering Institute for Railroad Transport Signal and Communications Engineers. Address: 7 Gor'kiy Avenue, Leningrad.

Vil'nyus (Western Okrug): courses on traffic and freight operations, steam locomotives, and track management, under the Vil'nyus Railroad Transport Technical School. Address: 20 Mindaugo, Vil'nyus.

Kiev (Southwestern Okrug): courses in traffic and freight operations, commercial operations, and material and operational security, under the Kiev Railroad Transport Electromechanical Technical School. Address: 3 Stadionnaya Street, Railroad Colony, Kiev.

Khar'kov (Donets Okrug): courses in commercial operations; railroad telephone and telegraph communications; and signalling, centralized control of switches and signals, and operations of block signals. Address: 26 Daitriyevskaya Street, Khar'kov.

Rostov (Caucasus Okrug): courses on traffic and freight operations, commercial operations, steam locomotives, and railroad cars, under the Rostov Institute for Railroad Transport Engineers. Address: Novyy gorod, Rostov-on-Don.

Tashkent (Central Asia Okrug): courses in commercial operations, track management, and Diesel locomotives, under the Tashkent Institute for Railroad Transport Engineers. Address: 1 Oboronnaya Street, Tashkent.

Kolodoy Dal'nevostechnik, No 106, 8 Jun 49

The Khabarovsk School of Railroad Transport Technicians is accepting applications for the 1949 - 1950 school year in the following courses: locomotive management; traffic and freight work; signalling, centralized control of switches and signals, and operation of block signals; signal communications; and commercial exploitation. Course of study lasts 4 years 4 months. Entrance requirements are the same as for all USSR technical schools. Students at the school will be completely provided for by the State.

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Classes begin 1 September.

Applications should be sent to the School of Railroad Transport Technicians, 79 Karl Marks Street, Khabarovsk city.

The Khabarovsk Institute of Railroad Transport Engineers is accepting applications from students for the first-year course in the Construction Department (trains transportation construction engineers), Mechanics Department (trains transportation mechanical engineers), and Exploitation Department (trains transportation engineers for exploitation of railroads).

The course of study lasts 5 years 7 months.

Students who make good progress will receive State stipends: 290 - 395 rubles a month in the Construction and Mechanics departments and 395 - 480 rubles a month in the Exploitation Department. Excellent students will receive an additional 25 percent in stipends.

Out-of-town students will be housed in dormitories.

Students at the Institute are accorded the rights of railroaders, including free rides on USSR railroads.

Graduates of the Institute are qualified transportation engineers and are given ranks established for railroad transport specialists.

Applications are being accepted for night school in the Institute's three divisions for those who wish to study without interrupting their work.

Applications including choice of department should be made to the director of the Institute and must be in by 31 July 1949. Applications must be accompanied by a certificate of secondary school completion (in the original), and autobiography, three photographs, and a statement of military status. Passports will be presented in person.

Entering students will take examinations in Russian language and literature, mathematics, physics, chemistry, and a foreign language of the student's choice (English, German, or French). Students entering the Construction Department must take an examination in drawing, but are exempted from the chemistry examination. Secondary school graduates with gold or silver medals and outstanding students in the upper 5 percent of their technical school graduating class are exempted from entrance examinations, except for the drawing examination for those entering the Construction Department.

Entrance examinations will be held 1 - 20 August. Classes start 1 September.

Address of the Institute: 115 Nekrasova Street, Khabarovsk city.

RAILROAD DELAY COSTS CALCULATED -- Gudok, No 78, 1 Jul 49

It is estimated that a delay of a freight train for one minute causes a loss of 12 rubles 40 kopecks. Each minute of locomotive turnaround time costs 3 rubles 50 kopecks. An acceleration of car turnaround by one minute lowers the cost of freight handling by 18,000 rubles.

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LOCOMOTIVES DELAYED ON SOUTHERN RR-- Gudok, No 82, 10 Jul 49

Locomotive delay has reached serious proportions on the Southern Railroad System. Of the ten locomotives operating on round-trip schedules out of the Belgorod Depot, not one is able to achieve the 480-kilometer run called for by the round-trip schedule. The Kharkov Marshalling Station and the Odesa Station are traps for the Belgorod locomotives. On 27 June, for instance, 6 Belgorod locomotives were delayed in Kharkov 38 hours above the norm, and two others lost 11 hours on the approaches to the station. Delay is also great in the Kursk Depot. There is no coordination between the Belgorod section and the neighboring sections. During June, each Belgorod locomotive lost an average of 100 miles of distance traveled because of excessive delays in turnaround points. Besides this, locomotives stand an average of 80 minutes in Belgorod, instead of 30 minutes. Each day 30 kilometers of run are lost because of delays in intermediate stations.

This poor utilization of locomotives is characteristic also of other sections of the Southern Railroad System. There is not one depot on the system where the norm for average daily distance traveled has been met. During June, the average daily distance traveled was 34 kilometers short of the norm.

HARVEST HAULING PREPARATIONS LAG -- Gudok, No 77, 29 Jun 49

Preparations for hauling the harvest are lagging seriously on the railroad systems of the Southwestern Railroad Okrug. Many warehouses have yet to be emptied of grain from the 1948 harvest. Although these systems of the okrug, especially the Odessa, Vinnitsa, and Kishinev systems, are shipping almost as much grain as they did at the 1948 peak, the plan is not being fulfilled. The pool of empty freight cars on the Odessa and Kishinev systems is overflowing, and yet there is talk of a shortage of empty cars. The so-called lack is caused by the use of freight cars for second-grade freight. Also, there is no planning in the routing of cargoes. Wheat is consistently sent from stations of the Odessa System to Kiev, and wheat is sent from the Kiev area to the Odessa junction.

Water transport is not being used. The bureaus of "Zagotzernac" (Grain Procurement) in Kiev, Poltava, and other oblasts, and even of rayons touching on the Dnepr, send grain by railroad to Kherson, where it is unloaded and then reloaded into freight cars.

MOSCOW-KIEV RAILROAD UNDERLOADS -- Gudok, No 77, 29 Jun 49

During 4 months, the Moscow-Kiev Railroad System lost 2 million rubles through underloading.

LACK OF REPAIR FACILITIES SURGED -- Gudok, No 82, 10 Jul 49

A letter from a worker of the Omsk Railroad System to Gudok complains about the lack of facilities for repairing electrical equipment used on the track sections where running repair is mechanized.

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